ADVERTISE!

The Best Medium for Advertising in the Colony is

THE 'CHINA MAIL.'

THE POPULAR and LEADING PAPER.

The China Mail.

ESTABLISHED 1845.

PRINTING

Of Every Description

Promptly, Neatly, & Cheaply Executed

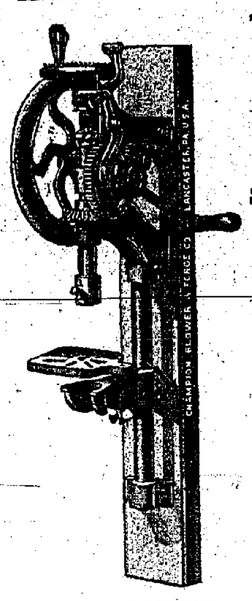
AT THE

'China Mail Office,'

5 Wyndham Street.

No. 11,701. 英一千九百年九月十一號 HONGKONG, TUESDAY, SEPTEMBER 11, 1900. 庚子年八月十八日 PRICE, $2.50 Per Month.

Business Notices.



W. S. BAILEY & CO.,

ENGINEERS AND GENERAL MERCHANTS.

Steam and Hand Pumps,

Drilling Machines,

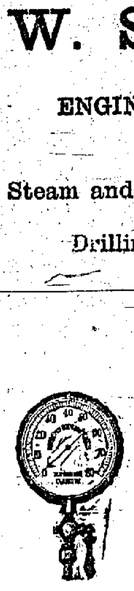
Weston's Chain Blocks,

Engine and Boiler Mountings,

Ship Telegraphs,

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of every description.





THIS SPACE RESERVED FOR W. S. BAILEY & CO.

ENGINEERING AND SHIPBUILDING WORKS.

THE

Peak Hotel.

CITY OFFICE,

7, DUDDELL STREET.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the Tram Terminus. Telephone 50.

For Terms,

Apply to the MANAGER. 741

VICTORIA RECREATION CLUB.

AQUATIC SPORTS.

THURSDAY, September 20th, 5 P.M.

4 Lengths = 133⅓ Yards' Race (Scratch). Open to Army Navy, and Police. Two Prizes. No entrance fee.

FRIDAY, September 21st, 4.30 P.M.

200 Yards Championship of the Colony = 6 Lengths. Open to all Comers. Two Prizes. Entrance fee $1.00.

Entries for both Races Close on 13th Instant.

THOS. YULE,
Hon. Secretary.

Hongkong, September 7, 1900. 1864

SITUATION WANTED.

APPLICANT has knowledge of BOOK-KEEPING, SHORTHAND and TYPEWRITING.

Address: 'M.C.,' 'China Mail' Office.

Hongkong, September 6, 1900. 1763

FOR IMMEDIATE SALE.

A POWERFUL TWIN-SCREW RIVER STEAMER, very suitably fitted to carry large number of Passengers and Cargo.

For Particulars, apply to
BANKER & Co.

Hongkong, July 31, 1900. 1648

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the Half Year ended 30th June, 1900, on or before the 15th September, on which date the Accounts will be CLOSED.

By order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, August 24, 1900. 1736

WANTED.

BY a YOUNG GERMAN LADY, a Position as GOVERNESS, to Young Children.

Apply to
'G. H.,'
Care of 'China Mail' Office.

Hongkong, August 4, 1900. 1670

MINERAL ASSAYS & ANALYSES.

THE YANGTSE VALLEY SYNDICATE, LD., having its own well-equipped Laboratory, is prepared, in order to assist in the Mineral Development of China, to do Assay work of all descriptions, Quantitative Analyses, and to classify minerals for Mine owners and others.

Mines as well as Minerals of Economic value purchased and consultations arranged by appointment.

Terms moderate.

Address:—THE LABORATORY,
49 Szechuen Road.

Cable Address,
'YANGTSE,' Shanghai.

13th August, 1900. 1726

METZLER - - -

HIGH CLASS ENGLISH PIANOS.



$450, Payable in one year. Tuning Free. Net Cash $400.

Several PIANOS returned from Hire in good order. Very low Prices to make Room for New Stock.

The Robinson Piano Co., Ltd.

Absolutely Guaranteed.

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the FINAL CALL of $1.00 per SHARE has been made in Respect of the Shares not Fully Paid-up, and that such CALL is PAYABLE on 5th October next, to the Undersigned at the Registered Offices of the Company, 38 and 40 Queen's Road Central, Hongkong.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, September 4, 1900. 1846

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the Pavilion, on MONDAY, 17th September, at 5.15 p.m.

P. A. COX,
for Hon. Secretary.

Hongkong, September 1, 1900. 1843

'KIRIN.'

A Delicate Lager.

THE CELEBRATED BEER OF JAPAN.

QUARTS, $2.00 per dozen.

PINTS, $1.75 do.

W. HUTTON POTTS,
22 *Sole Agent for Hongkong.*

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.30 a.m.....Every quarter of an hour.

8.30 a.m. to 9.30 a.m.....Every ten minutes.

9.30 a.m. to 10.45 a.m.....Every quarter of an hour.

11.30 a.m. to 3.00 p.m.....Every quarter of an hour.

3.30 p.m. to 6.30 p.m.....Every quarter of an hour.

6.30 p.m. to 8.00 p.m.....Every ten minutes.

Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.815 p.m. every half hour.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SUNDAYS.

8.15 a.m. to 10.15 a.m.....Every half hour.

10.30 a.m. to 11.00 a.m.....Every ten minutes.

Noon to 2 p.m.....Every quarter of an hour.

2.45 p.m. to 8.00 p.m.....Every quarter of an hour.

Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. Every half hour.

SPECIAL CARS by Arrangement at the Company's Office, 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, May 1, 1900. 1037

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

4, PRAYA CENTRAL

(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.



ALL ARTICLES OF FIRST-CLASS QUALITY.

BRADLEY & Co., *Managers.*
1027 JOHN BROWNHILL, *Superintendent.*

LANE, CRAWFORD & Co.

SHOOTING SEASON.

FLANNEL SHIRTS,
WHITE and COLOURED.

SHOOTING BOOTS.

Also: ALL KINDS OF SUNDRIES, Including
RE-LOADING MACHINES,
CLEANING RODS,
PULL-THROUGHS,
WAD PUNCHES,
CARTRIDGE EXTRACTORS,
CARTRIDGE CASES,
CARTRIDGE BELTS, Etc., Etc.
LANE, CRAWFORD & Co.

G. H. MUMM & CO.'S

EXTRA DRY CHAMPAGNE,

Agents: SHEWAN, TOMES & Co.,

472 *For Hongkong, Shanghai and Japan.*

THE

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.
NEWLY-FURNISHED ROOMS.
TWO ELEVATORS.
NEW REFRIGERATING PLANT.
BEST QUALITY LIQUORS & PROVISIONS.

2196

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.



FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland; devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF WHISKIES.
PURE AND MILD.



Sole Importers,

23 F. BLACKHEAD & Co.

MANILA CIGARS,

ALWAYS ON HAND THE BEST MARKS FROM 'LA INSULAR' AND 'LA PERLA DE ORIENTE' FACTORIES.

J. M. DE ZUNIGA,
No. 9, Queen's Road Central,
2716 Entrance by Ice House Street, (New Victoria Hotel.

THE PHARMACY,

10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully dispensed by a qualified CHEMIST. Special attention to FRENCH and Other FOREIGN FORMULÆ.

SOMERVILLE'S 'EXPORT AND 'GLENDOUR' WHISKIES.
PORTSOY HIGHLAND WHISKEY (PURE MALT).
MANILA CIGARS.

Manager, RICHARD FLINT.

1832

PROFESSIONAL NOTICE.

DENTON E. PETERSON.

DOCTOR OF DENTAL SURGERY,

10, Des Voeux Road, Central.

Hours 10 A.M. to Noon, 2 to 5 P.M.

DR. PETERSON has gone to Swatow. Will return in a few days.

Hongkong, September 9, 1900. 1833

KANG LEE & Co.

Jewellers, Gold and Silver Smiths, Watch-makers,

DEALERS IN
SILK and IVORY WARE, CHINESE and JAPANESE CURIOS,
Etc., Etc., Etc.

An exceptionally fine Stock of the latest Goods always on Hand.

PRICES VERY MODERATE.

A trial is respectfully solicited.

34, Queen's Road Central,
(Formerly occupied by the Hongkong Club).
Hongkong, January 1, 1900.

Business Notices.

WATKINS'

ÆRATED WATERS.

SODA,
LEMONADE,
TONIC,
GINGER ALE,
SARSAPARILLA,
KOLA,
CINCHONA TONIC



SANTHARIS,
LITHIA,
POTASH,
GINGER ALE,
RASPBERRY-ADE,
Etc., Etc.

PURE AND SPARKLING.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net $5.00 per cask, ex Factory.
In bags of 250 lbs net $3.00 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving-Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,
GENERAL AGENTS. 2635

MUSICAL DEPARTMENT.

SELECTED LIST OF PIANOS SPECIALLY BUILT FOR THE CLIMATE.

Patent Portable Piano ...	$250	Boudoir Model by Broadwood ...	$1500
Challenge Model by Challen ...	$400	Stuttgart Model by Dorner ...	$650
Cottage Model by Challen ...	$450	Short Grand Model by Dorner ...	$1250
Oxford ,, Challen	$500	Broadwood Second Hand Piano ...	$150
Colonial ,, Collard, $1100 & $1250			
Chippendale Model by Broadwood $650		Second Hand Pianos from $100.	

1662 LANE, CRAWFORD & CO.

VICTORIA DISPENSARY.

PRICKLY HEAT LOTION.

The only Effectual Remedy for allaying the Irritation.

DAKIN'S SINGLE SEIDLITZ.

A most Agreeable and Effective Effervescing Aperient.

CAMPHENOL.

Unequalled for Use in the Bath, as a Preventative against Prickly Heat.

CHAS. HEIDSIECK'S - -

CHAMPAGNES:

WHITE SEAL (1893 VINTAGE).
Per Case of 1 Dozen Quarts, $38.00; 2 Dozen Pints, $40.00.

CACHET IMPERIAL (Extra Dry; Gout Americain).
Per Case of 1 Dozen Quarts, $42.50; 2 Dozen Pints, $44.50.

'NE PLUS ULTRA' (Finest Extra Dry Quality).
Same as Shipped to England.
Per Case of 1 Dozen Quarts, $44.00; 2 Dozen Pints, $46.00.

SPECIAL PRICES FOR QUANTITIES.

SIEMSSEN & Co.,
SOLE AGENTS FOR CHINA AND JAPAN.

JUBILEE.

A LIGHT PILSENER BEER.



Trade Mark.
和源
Hong Name
YUEN WO
Telephone No. 135. 259

Per Case of 4 Dozen Quarts } $13.00
Per Case of 6 Dozen Pints }

SOLE AGENTS:
H. PRICE & Co.,
WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD.

W. POWELL & CO.

LADIES' HAT CASES,
CABIN TRUNKS,
GLADSTONE BAGS, Etc.
43, Queen's Road Central.

Hongkong, September 11, 1900. 1516

BOL'S GENEVA GIN,

IN STONE BOTTLES.



The best Gin for making Cocktails—Try it.

Telephone 75.
15, Queen's Road.

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS,
Sole Agents.

MEMOS. FOR TO-MORROW.

Shipping.

4 p.m.—*Haiching* leaves for Swatow.

Miscellaneous.

Goods per *Hamburg* undelivered after this date subject to rent.

General Memoranda.

THURSDAY, September 13 :—
Entries close for the Aquatic Sports of the V. R. C.

FRIDAY, September 14 :—
Goods per *Serbia*, undelivered after this date subject to rent.

SATURDAY, September 15 :—
Notices by Contributing Shareholders of the Hongkong and Whampoa Dock Co., Ltd., required before this date.

SUNDAY, September 16 :—
Goods per *Gleaner* not cleared after this date subject to rent.

MONDAY, September 17 :—
5.15 p.m.—Meeting of Members of the Hongkong Cricket Club, at the Pavilion.
9 p.m.—Meeting of Perseverance Lodge.
Goods per *Indus* unclaimed before Noon, subject to rent.

THURSDAY, September 20 :—
5 p.m.—V. R. C. Aquatic Sports.

FRIDAY, September 21 :—
4.30 p.m.—V. R. C. Aquatic Sports.

FRIDAY, October 5 :—
Final Call of $1.00 per Share of the Tebrau Planting Co., Ltd., due.

Exchange.

HONGKONG, September 11, 1900.

On London—	
Bank, Wire, ...	2/0⅞
,, On demand, ...	2/0⅞
,, 30 days' sight, ...	2/0⅝
,, 4 months' sight, ...	2/1
Credits, 4 ,, ,, ...	2/1⅛
Documentary, 4 months' sight, ...	2/1⅛
On Paris—	
On demand, ...	2.59
Credits, 4 months' sight, ...	2.64
On Berlin—Demand, ...	2.11
On New York—	
On demand, ...	50½
Credits, 60 days' sight, ...	51⅛
On Bombay—	
Wire, ...	154
On demand, ...	154½
On Calcutta—	
Wire, ...	154
On demand, ...	154½
On Singapore—	
On demand, ...	½ % pm.
On Manila—	
On demand, ...	1 % pm.
On Shanghai—	
On demand, ...	71½
30 days' sight, (private paper) ...	72¼
On Yokohama—	
On demand, ...	1 % dis.
Gold Leaf, 100 fine, (per tael) ...	$51.00
Sovereigns (Bank's buying rate) ...	$ 9.65
Silver (per oz.) ,, ...	28 3/4 d.

A. S. WATSON & CO., LIMITED,

Established A.D. 1841.

WINE MERCHANTS.

CLARETS.

	Per Case 1 doz. Qts.	Per Case 2 doz. Pts.
B ST. ESTEPHE, Red Capsule...	$6.96	$7.56
C ST. JULIEN, Red Capsule...	9.00	9.60
D LA ROSE, Red Capsule ...	12.96	13.92
CHATEAU HAUT BRION LARRIVET	18.60	19.20
CHATEAU MOUTON D'ARMAILHACQ	21.00	22.20
CHATEAU PONTET CANET ...	25.00	—
CHATEAU LA TOUR CARNET..	30.00	—
CHATEAU RAUZAN	42.00	
CHATEAU LAFITTE	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITTE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., LIMITED,

1607

BIRTH.

On the 10th September, at 'Dunnottar,' The Peak, the Wife of ARNOLD FUCHS, of a Son.

MARRIAGE.

On the 10th September, 1900, at H.B.M. Consulate and afterwards at the Cathedral, Shanghai, by the Revd. H. C. Hodges, CHARLES HENRY LAMBERT, of Hongkong, to ALICE, youngest daughter of T. WEATHERSTON, of Chinkiang. (No cards.)

☞ The publication of this issue commenced at 5.05 p.m.

The China Mail.

HONGKONG, TUESDAY, SEPTEMBER 11, 1900.

THE August magazines are full of articles on China and the China Question. It has been said that in the multitude of counsellors there is wisdom; but in the diversity of opinion displayed by the magazine writers the British public will have a difficult task to arrive at the real issues at stake and the most satisfactory manner of dealing with the present crisis. One of the most sensible of all the articles is that of 'Diplomaticus,' the well-known anonymous writer in the *Fortnightly Review*. His criticism is impartial. Like ourselves he agrees that the first mistake in recent Far Eastern politics was made by Lord Rosebery at the close of the China-Japan war. Great Britain's subsequent loss of prestige in the East was due to our own weakness and inconsistency then and afterwards. Lord Salisbury blew hot and cold in his endeavour to co-operate with Count Muravieff, the late Russian Foreign Minister. Had that attempt been maintained, the seizure of Kiaochau, and the resultant scramble for ports and concessions, might have been averted, and with it the present outburst of anti-foreign feeling, which most writers agree in setting down to German aggression in Shantung. The acquisition of Kiaochau was followed by the leasing of Port Arthur and Talienwan to Russia, Weihaiwei and the Kowloon Hinterland to Britain, Kwongchau-wan to France and the demand for Sanmun by Italy. First of all, Lord Salisbury pledged himself to the policy of 'the open door' and non-annexation; then he acquiesced in the scramble, and we shall next see that our claims to the Yangtse Valley are to be abandoned. Well may 'Diplomaticus' ask: 'What is our policy to-day? Have we any clear idea of the lines on which we are going to act in the future? Russia will annex Manchuria, Germany will seek rectification of frontier in Shantung, Japan will take Fokien, and if we are to accept responsibility for the rest of China in accordance with previous declarations, then we must establish a protectorate of what remains, with the capital at Nanking.' Except in so far as he displays a strong anti-Russian tendency, we agree in the main with 'Diplomaticus's' review of the situation and the incidents leading up to it, but we do not agree with his forecast of the future policy of Great Britain. But we are even less in harmony with Demetrius C. Boulger, whose article in the *Fortnightly* is, out and out, a plea for the partition of China. He advocates the total destruction of Peking, handing over the Chinese at headquarters for 'Oriental' treatment by the Japanese. He says nothing of the claims of France and Germany, nothing of Italy, Austria and the Netherlands. He would like the United States of North America to take the Province of Chekiang; Fokien he would give to Japan; Manchuria, Mongolia and part of Pechili to Russia, and the whole of Corea also to Japan. The Emperor Kwang-hsü is to be removed to Nanking, presumably under the tutelage of Great Britain, whose task it would then become to reform and administer the remainder of the Empire of China. Partition may be the inevitable outcome of the present operations of the Powers in North China, but without any undue usurpation of the prophetic rôle we may say with some degree of confidence in our own prediction that there are no elements of permanent political stability in East Asia on the lines laid down by Mr Boulger.

Shutting the *Fortnightly*, and turning our attention to the *Contemporary Review*, we find two contributions worthy of notice. Mr E. Bainbridge, one of the numerous Members of Parliament who have visited the Far East recently, approaches the question with the influence of his recently-acquired knowledge strong upon him. His views are probably more in consonance with the prevailing opinion in Hongkong. First of all, however, he presupposes an agreement between Great Britain, Germany, the United States and Japan, the first-named trio for commercial reasons, the latter on geographical grounds. This is an ideal coalition, within the bounds of possibility, but only in certain contingencies. Mr Bainbridge would then like to see a Round-table conference of the Powers, having in view the maintenance of China for the Chinese on the basis of reform. This conference would settle the area of country each Western nation should undertake to administer, but the wisest course, in his opinion, would be to give the task to some single nation; and the system of reform and administration he suggests is somewhat similar to that Great Britain has adopted in India. Here we have three rocks to wreck the conference. Would the other Powers agree to it, having full knowledge that at least four of the parties interested had already decided upon a common policy? Would not the attempt to establish 'spheres of influence' in actuality and not by presumption as heretofore give rise to international jealousy as acute as if China were being partitioned for formal annexation? Would the Powers trust any one of their number sufficiently to allow it to control the destinies, single-handed, of a third of the human race; would any Power accept the task without very handsome recompense; would not the position of that Power become, in the end, as paramount as Great Britain's in Egypt, to the exclusion of international interference? These questions may yet arise; but not following upon the coalition Mr Bainbridge suggests. For, if Josiah Quincy's contribution to the *Contemporary* is indicative of American public opinion, that powerful but fickle Republic will steer clear of all compromising coalitions, but not without hope of securing the highest commercial advantages at the expense of others. It is undoubtedly as much to the interests of the United States as to Great Britain that a strong Central Government should be established in China; but the Democrats or the anti-expansion party would not join with Great Britain or Japan or any other Power to fight Russia, for instance, for territorial or political reasons in Asia, nor do we think even Mr McKinley, having in view the strongly-expressed opinion of a large section of the American people, would go so far as to involve the Republic in war with France, Germany or Russia. Mr Quincy expresses the American view very forcibly, but also, we think, very fairly, and we hope he speaks for the larger portion of the American people, for should the United States openly declare themselves against annexation to the exclusion of the commercial nations in the trade of any particular district, that decision may yet have a beneficial influence on the future settlement of the China question. But, in our opinion, Mr Quincy gets away from his own proposition when he says that Chinese territory should be divided into separate political districts, within each of which some one Power should have its sphere of influence and should be responsible, acting through such native rulers as may be constituted, 'for the maintenance of law and order.' Will the United States undertake such a burden—say the maintenance of law and order in the Province of Szechuan? We do not think they will. All the Americans want is equal trading rights, without the responsibility.

Let us now turn from the opinions and suggestions of these more or less irresponsible writers to the public declarations of responsible authorities. These declarations may be repudiated, and must undergo modification as circumstances arise, but they guide us as to the present intentions of the Powers vitally interested in the settlement of the Far Eastern question. First of all, let us bear in mind that the Government of the United States has declared that its policy is 'to seek a solution which may bring about permanent safety and peace to China, to preserve China's territorial and administrative entity, protect all rights guaranteed to friendly Powers by treaty and by international law, and safeguard for the world the principle of equal and impartial trade with all parts of the Chinese Empire.' If the U.S. Government were to act up to the lofty principles of this declaration, it might very easily find itself involved in war with the Chinese Government on the one hand or the Powers on the other. For, since the earliest intercourse of foreigners with China, the Chinese officials have over violated the principles of humanity, solemn treaties and international law, while annexation of Chinese territory may lead to trade restrictions similar to those now existing in Tonkin. We can only hope that when the time comes for action the U.S. Government will be found ready to get off the fence and undertake a reasonable share of the burden hitherto borne by Great Britain singlehanded. With regard to Germany, it is more than satisfactory to have Count von Bülow's public declaration: 'We desire no partition of China; we have no separate advantages in view.' That is clear enough, and, as we have said already, highly satisfactory. With Germany and Great Britain allied, Japan may be induced to adhere to their policy, and as the keynote of our policy is non-annexation, the United States may be encouraged, by and bye, to go beyond mere verbal declarations. Mr Brodrick, in the House of Commons on the 2nd of August, said: 'The Hon. gentleman opposite (Sir E. Grey) has given his views on the question of the partition of China. Her Majesty's Government are entirely in accord with his views as regards this question. They set their face resolutely against any question of partition, which they believe would be fraught with infinite danger to trade interests throughout China, and which it has been their traditional policy to prevent.' Nothing could be more explicit. If the sole question at issue, therefore, were the partition or non-partition of China, we could rely upon Great Britain's policy in the present crisis—and after. But other questions must arise. We who know China hope that good will result from the fanatical outburst at Peking, whereas if, as is indicated in other portions of Mr Brodrick's speech (which we hope to deal with in another issue), it is the intention of the British Government to scuttle as soon as they can get away from Peking, leaving a purely Chinese administration to perpetuate the ancient rule of this miserably misgoverned Empire, then Lord Salisbury and the members of his government will be guilty of something little short of a crime in the eyes of the civilised world. We heartily approve of the British Government's declaration against the partition of China, but maintain that the clock of civilisation will be put back another century if the Powers withdraw their forces from China without holding out hope of an immediate reform of the government and reasonable certainty of safety for European residents throughout the Empire.

LOCAL AND GENERAL.

The Water Supply.

A correspondent draws our attention to what appears to be an anomalous condition of affairs in the department of the Water Authority. He points out that he has heard time and again of the shortness of the water-supply at Kowloon and he has read that this is due to the pumping machinery being out of repair. This machinery has been out of repair, by the way, for about two years. Our correspondent does not remember of any complaints emanating from the Peak regarding any shortage in the water supply, and yet a new pump is being erected at the station for pumping water to the upper levels. Why should this tinkering of the old pumps at Kowloon be continued year after year while time and money is devoted to improving a service to the higher levels which evidently does not require improving.

The Ferry Launches in the Storm.

The Ferry launches have kept up a fairly regular service throughout the storm. This morning it was blowing so hard that, instead of taking the usual direct course across the Harbour, they had to steer long courses through the man-of-war anchorage, down to Jardine's Pier at the east end of the Colony, and from there back to Kowloon Wharf. There was no traffic at any of the Central Piers, the seas running too boisterously to permit of that. An amusing incident was witnessed at Jardine's Wharf this morning on the arrival of one of the ferry launches. The launch had just touched the pier when Mr A. Fuckeera, Army and Navy Contractor, attempted to step off. The heavy sea caused the launch to swing back a bit and the result was that, instead of stepping on to the landing stage Mr Fuckeera stepped into the water. There was considerable excitement among the passengers, but luckily Mr Fuckeera with a little assistance was able to scramble out, and the only bad effect sustained by him was a soaking, which, more than likely, he along with his fellow passengers, had already got in crossing the Harbour.

The Gale—Damage in the Harbour.

At 4.45 yesterday afternoon the warning gun announcing the approach of a gale was fired and in a very short time the few remaining junks and barges in the Harbour had cleared for safety. The large ferry launches were taken off the run, and passengers to and from the other side had to endure the discomforts attached to a rough weather voyage in the small launches. The wind and sea gradually rose, and as darkness set in, there was almost a hurricane, accompanied by a heavy rolling sea. This continued throughout the night, and this morning it could be seen that not a little damage had been done by the gale. In Elgin Road, Kowloon, a large matshed, with a wooden barricade erected on the site of certain Chinese dwellings, which are in course of erection, was levelled with the roadway. A tree fell over Carnarvon Road, and broke the telegraph wires. The river steamer *Nin-g Yang*, which was lying in Hunghom Bay awaiting repairs, was driven ashore, and she is now high and dry near Gun Club Hill. No. 2 Police Launch went out for her usual run yesterday with provisions for the police at Tai-O. She lost her propeller. No. 1 Police Launch has gone to her assistance. Yesterday evening a night-soil boat was leaving the Praya, at Kennedy Town, for shelter, when she shipped a lot of water and sank with her crew of three men. The boat disappeared from view but the men were rescued by Sergeant Dymond and some German sailors, who happened to be with their ship at the kerosine wharf. As usual a number of the conservancy boats have come to grief. The wreckage of three or four of these is to be seen on the breakwater at the foot of Arsenal Street. The junks in this locality have also suffered somewhat. A boat of them are piled up on the reclamation or dumping ground there. A little further East the waves seem to be in great fury. They are dashing up against the retaining wall or pier there and the reclaimed ground in the neighbourhood is being washed away by the square yard. At eleven last night, a block of six four-storey dwellings, in course of erection, collapsed. The houses are situated at No. 43 Praya East, and only the outside walls are left standing. Fortunately nobody was injured. We have not learned of any further happenings, but there is reason to believe that the gale committed considerable havoc. At the time of writing, one only of the French Mail steamers (the *Indus*) has left the Harbour.

Stearns' Wine of Cod Liver Oil

surpasses Emulsions and the many substitutes offered for Cod Liver Oil. The beneficial effect is experienced at once. Sold by all Chemists. Wholesale and Retail from A. S. Watson & Co., Ltd.

LOCAL AND GENERAL.

Notes by the Way.

On Saturday afternoon there is to be a full parade of the local volunteers, for a match out. The band will be present.

During the week ended 4th September, there has been only 1 case of bubonic plague in the City, and only 3 in the other districts of the Colony. All four cases were fatal.

There was only one case of communicable disease, other than plague, in the Colony during the week ended 8th September. This was a case of enteric fever off the transport *Antillian* from Capetown.

Chan Tung, contractor, 4 Osborne Street, was summoned at the Magistracy to-day, for obstructing the waterway. Instead of appearing he sent a letter to His Worship, Mr Hazeland, explaining the circumstances. The Court would not be trifled with and a warrant was issued for defendant's arrest.

Yesterday, a bricklayer fell from a scaffolding at a new building in Connaught Road West. He was rather severely injured and was conveyed to the Tung Wa Hospital.

Sanitary Inspector MacMichael reported to Mr Hazeland, Acting Police Magistrate, to-day, that the 52 people from Yaumati charged with obstructing light and air from their dwellings by means of cloth sunshades, etc., in the verandahs, had complied with the requirements of the ordinance. His Worship then ordered the summonses to be withdrawn.

A Brave Deed.

A very exciting incident took place at the fortnightly bathing picnic on Saturday of the members of the Staff and Departmental Sergeants' Mess, which elicited an act of gallantry on the part of one of the company, which should not be allowed to pass unnoticed. While lying off Capsuimon the majority of the party indulged in a swim. Sergeant Aldridge, A.S.C., had got away a bit from the launch when he was seized with cramp. Sergeant Viggers, A.O.C., attempted to him, but he no sooner reached him than he found that he was powerless to do anything on account of the current. The struggles of the two men were seen by the people in the launch, and Sergeant Birrell, Army Pay Corps, who is a very powerful swimmer, went out to them, and succeeded in keeping the drowning men afloat till a junk came along and picked them up. The risk Sergeant Birrell undertook was very great as a rapid and treacherous current was running at the time, and he had two men in trouble to deal with.

VESSELS AT THE DOCKS.—At *Kowloon*.—U.S.S. Monterey, Argus, Thales, Leongmoon, Olympia, Canning, Kong Beng, Pakshan, Tai On, Kongnam, U.S.S. Meade.

Connpolitan.—Stanfield.

Aberdeen.—(None).

The Ocean's Tribute.

The merchant mariner in the pursuit of his calling runs a pretty big risk. Last year, out of a total of 221,107 masters and seamen employed in the merchant service 1,708 lost their lives, 1,503 of these by drowning or wreck. This makes the striking proportion of one out of every 129 men in the service.

SHOOTING.

H.K. V. C. v. 'A' Co.

The 6th Shoot of the present series took place at Kowloon on the 9th inst.; Gunner J. Danby winning Nos. 1 and 2 Cups.

The following are the best scores :—

Names.	200 yds.	500 yds.	600 yds.	H'cap	Total.
Gr. J. Danby ...	15	24	26	21	86
Gr. H. Hursthouse ...	18	28	24	13	83
Sergt.-Major Smyth ...	28	28	25	Sc.	81
Sergt. Lamunert	24	31	24	Sc.	79
Capt. Sanders	22	29	14	14	79

LETTERS FROM HOME.

The sweetest letters are those from home,
From my own little sook and mother,
And the 'cutest letters I ever read
Are those from my little brother.

The corners are always filled with notes—
An item of news is there,
And down at the bottom under the name
Is a postscript sweet and rare.

I sometimes find them a little sad,
For some one's had some trouble,
And they're sometimes so full of jokes
The letter seems to bubble.

And then days come when things go wrong—
Oh, what an inspiration—
They raise my hopes to the highest star
In the highest constellation.

The sweetest letters are those from home,
From my own little sook and mother,
And the 'cutest letters I ever read
Are those from my little brother.

ROSCOE E. WOODS.

September 10.

TYPHOON NOTICE.

At noon to-day, black cone taken down, black ball hoisted, by order of the Observatory. This indicates the typhoon has travelled South of and is now to the West of the Colony.

TELEGRAMS.

THE POWERS AND CHINA.

[REUTER'S SERVICE.]

A UNITED STATES PROPOSAL.

LONDON, 9th September.

The United States have drafted an alternative proposal upon the lines of Germany's plan.

PROMOTIONS.

Captain Halliday of the Marines has been promoted to Brevet Major for services at Peking, Commander Stewart to Captain, and Commander Cradock is noted for promotion for services at Taku.

SPEECH BY LORD GEORGE HAMILTON.

Lord George Hamilton in a speech said that the Powers were agreed in opposing the partition of China and to territorial acquisition, that they will demand reparation for outrages and guarantees for their non-recurrence. The Government would not assent to give away advantages gained or to retreat from the positions won.

THE U.S. TROOPS.

Preparations for the eventuality of a withdrawal of the United States troops from Peking to the Philippines have been ordered.

Pursuing Chinese Cavalry.

A squadron of the Sikhs and American Cavalry left Pekin on the 17th to pursue the Chinese Cavalry operating near Funachow.

Encomium on General Gaselee.

The *Daily News*, in commenting on General Gaselee's appointment to the Quarter-Master Generalship of India, says that he deserved even higher promotion, his handling of the Indian Contingent in China being altogether admirable.

The Boxers still in Possession.

August 20.—The situation at Pekin is still obscure. A Russian despatch, dated Tientsin, 22nd inst., says that the Boxers are still strong in the southern part of the City, and that Imperial troops under Ching are still in the Imperial City.

Congratulations to General Gaselee.

Calcutta, August 24th. The following telegrams have been sent by the Commander-in-Chief, India :—

To Lord Roberts, Pretoria :—

'Your Lordship's gracious telegram, dated 16th March, has been appreciated, and has been forwarded to General Gaselee, who, with the Indian troops, was the first of the Allied troops to enter the Legation on the 14th instant.'

To General Gaselee, Pekin :—

'Please accept from myself and on behalf of the Indian Army our personal congratulations to yourself, and convey same to all ranks on the successful operations for the relief of Pekin, and convey to Sir Claude Macdonald and the Garrison our admiration at their stubborn defence under such difficulties. We hope the wounded are doing well.'

Son of the Pretender Don Carlos.

According to the Austro-Polish newspaper, the *Czas*, Prince Jaime de Bourdon, the only son of the Pretender Don Carlos, who is a lieutenant in a Russian Hussar regiment, left Warsaw on Sunday, 5th August, *en route* for Tientsin, *via* Odessa.

THE KOLOA-HUI SOCIETY.

Information has been received from Lienchow that the Koloa-hui Society is very active in that district. About three or four hundred men belonging to the Society presented themselves at the Magistrate's yamen and demanded thousands of dollars to assist them in recruiting men. By means of threats they obtained $400 from the Magistrate and recruiting is proceeding briskly. It is feared that it is the intention of these rowdies to make a descent upon Lionchow and destroy the American Presbyterian Mission's hospital there. Rev. Mr E. C. Machle and Mrs Machle and Dr Chesnut left Lienchow some little time ago and are at present in Hongkong. Lienchow is reached by the North River, and is situated close on the borders of Hunan. The hospital consists of two separate buildings for women and men. The Women's Hospital is in course of erection. Until a short time ago the people were very friendly and the relations between the residents in the district and the hospital were very cordial. The passage of certain French priests through the district, however, and the stories subsequently heard of massacres and looting of mission property in Hunan greatly excited the people. It was deemed prudent, on the suggestion of the mandarins, for the missionaries to leave the district for a time.

CHINA NOTES IN 'THE WORLD.'

Brigadier-General Dorward will, it is thought, remain in China in command of a brigade consisting of the 2nd Battalion Royal Welsh Fusiliers, Hongkong Regiment, and Chinese Regiment.

Lieut.-Colonel Macdonald, of Uganda fame, is off to China. When he was relieved of his special duties at the Foreign Office he went to Aldershot and devoted his attention to military ballooning, taking Lieut.-Colonel Templer's place at the head of the local factory. A balloon section of the Royal Engineers being required for the Far East, Colonel Macdonald goes out in command. He will leave on August 11th.

Lieut.-Colonel Hamilton Bower, who has been appointed Military Governor of Tientsin City, is the well-known Chinese traveller. Colonel Bower is an officer of the Indian Staff Corps, and raised the Chinese regiment at Wei-hai-Wei which has been giving such a good account of itself under its English officers.

Major Renny-Tailyour, Royal Engineers, a well-known survey officer, is to be entrusted with the duty of conducting survey operations with the Indian force in China.

CHINA IN THE HOUSE OF COMMONS.

The 'Kowshing' Case.

In the House of Commons on August 8, on the motion for the Third Reading of the Consolidated Fund (Appropriation Bill), Mr Ure drew attention to the long delay which had taken place in settling the claims for compensation for the sinking of the British ship *Kowshing* in Chinese waters during the war between China and Japan. The Chinese Government was responsible for the occurrence, and four years ago the Law Officers of the Crown had stated that the claim for compensation was unanswerable in law, but he understood that the Chinese Government now disputed their liability. He suggested that, following the precedent set in the *Wanna* case, the Government might give temporary relief to those of the sufferers from the sinking of the vessel who were in present need. He moved the rejection of the Bill.

Mr J. Walton seconded the amendment, and said that the sinking of the *Kowshing* was due to the fact that the Chinese soldiers on board that vessel forcibly prevented the captain from surrendering it to the Japanese cruiser which was firing at it. The only three European survivors were, moreover, fired at while they were swimming from the *Kowshing* to the Japanese cruiser. The question of compensation for those who lost their bread-winners by this incident should be, he thought, seriously considered by the Government.

Sir E. Ashmead-Bartlett referring to the state of affairs in China, said that the events of the past six years showed that both parties in the House had been guilty of great sin both in omission and of commission in regard to China. The House was accustomed now to a frequent exchange of compliments between the two front benches. These were mistaken for statesmanship (laughter), but to him they seemed more like the winks of the augurs of old when the populace was about to be deceived on some important matter. (Laughter.) The declarations of the Government had been satisfactory on three points. First, they had frankly announced their intention of adhering to the policy of the independence and territorial integrity of China; secondly, they had expressed themselves as opposed to the dangerous force connected with a sphere of influence in the Yangtsze Kiang Valley, and, thirdly, they had practically declared against the cuckoo cry of the Concert of Europe, that fictitious concert that deceived ourselves, helped our enemies, and paralysed our action. (Hear, hear.) Passing to points on which the state of the Government, in his opinion, was not reassuring, he deplored the absence of a commander-in-chief of the Allied forces in China, holding that the Government ought to have taken up the matter two months ago, and arranged for a general of position to be on the spot to lead the Allies to Peking. He was afraid that the absence of a commander-in-chief might lead to the scenes of carnage and rapine against the non-combatant population of China—already, indeed, the conduct of some of the troops of one of the Powers had been deplorable—and remarked that, whatever the provocation the Chinese had given, the worst thing we could do for the future credit of civilisation and Christianity, as we understand them, would be to allow the non-combatant population of China to suffer outrages at the hand of foreign troops. The Government were going to be placed in a difficult position when they got to Peking. He was not sure that it would not be easier to get to Peking then to get away from it. One of the great problems before the Government would be to avoid allowing the allied forces being used as a lever for enabling the Russian forces attacking the north of China to obtain great military positions in Manchuria and the other northern provinces. One of the great objects of Russia was to keep China, like Turkey, in a state of disorganisation and decay in order that she might the more easily fall a prey to Russian encroachment and aggression. He denied that the north of China was bound to fall into the hands of Russia, if only Britain would pursue a clear and determined policy and organise the forces of resistance in support of the integrity of China. Unless the present crisis ended in the reform of the Chinese Government all the bloodshed, all the sacrifice of life and treasure, all the heroism of the Ministers, all the bravery of our troops, and the great expenditure of money which had been incurred, would be thrown away, and the only result would be that their action would rivet more firmly the chains of cruelty and tyranny upon those 400 millions of people. In spite of what had been said by the hon. baronet, the member for Berwick, the Chinese should be helped and encouraged to choose better people among themselves who would start a government of reform and improvement in that country.

Statement by Mr Brodrick.

Mr Brodrick said he fully recognised the right of his hon. friend within the interval of a few days to develop afresh his opinion of the policy the Government announced a few days ago with regard to China. But he was not an assenting party to all the views the hon. member had expressed, and when he claimed the Government as converts to his way of thinking he himself wished it to be clearly understood that they were not to be bound by the interpretation the hon. member had put on his speech. As he thought the House and the country fully understood the policy of the Government as regarded China, he did not think it necessary to choose representatives in China who would represent her Majesty's Government with firmness. At the present moment the feeling of her Majesty's Government with regard to China was that the fewer the words they used the easier it would be to make good the position they desired to take up. They were quite conscious that in a matter of this kind they should neither be too closely bound nor would it be wise to lay down principles which at some future time it might be inconvenient to carry out. He could only say that they would follow with absolute firmness, perseverance, and determination the regard for British interests both in the north of China and the Yangtsze Valley, so far as they were affected, which the House would desire.

As he had been asked for information he read the telegram received in the morning from Sir C. Macdonald, dated Peking, Aug. 3, and, amid cheers, he pointed out that this message established the fact that our representative was safe. He also read the telegram sent by the British Admiral at Chefoo, describing the operations of the Allies outside Tientsin, and confirming the news of the occupation at Peitsang. These telegrams, he thought, were, on the whole, satisfactory. (Hear, hear.) Before he sat down he would say a few words in reference to the question raised by the hon. member for Linlithgow. He was a little astonished that at practically the last moments of the Session the hon. member should choose his

opportunity for bringing this *Kowshing* case forward seeing that he had not referred to it earlier in the Session. The strong expressions used by the hon. member were not justified by the facts. He stated perfectly clearly last year, and now repeated the statement, that the cause of delay was not want of determination on the part of Her Majesty's Government. The Chinese Government disputed the claim they put forward, representing that the ship being chartered by the Chinese Government and sunk by the Japanese before the actual declaration of war, the claim should be made against the Japanese, and not the Chinese Government. Our law officers took a different view, holding that our claim was good against the Chinese Government. There was a difference of opinion which could not be disposed of in the way the hon. member suggested. It was not for Great Britain to dictate to China and to send up a fleet as the hon. member proposed in a dispute involving a few thousand pounds. To do so would be to wantonly provoke an outbreak such as we now had to deplore, and it was absolutely impossible to carry on diplomatic intercourse with foreign Powers in such a manner that, when divergence of opinion arose which could not be immediately reconciled, recourse should at once be had to hostile measures. (Cheers.) He could only say, as he had before, that no single case had been pending against the Chinese Government as to which we had not obtained a settlement sooner or later, and such a result, would, he hoped, be attained in this case, though naturally all objected to Oriental procrastination. In this particular case, as hon. members were aware, arbitration had been agreed upon, and Mr Choate, the United States Ambassador, a jurist of great repute and a man of absolute impartiality, had been suggested by the Chinese Government and had undertaken to act as arbitrator. (Hear, hear.) There was still a difficulty as to the exact terms of reference, and this difficulty it was impossible for the Government to resolve under present conditions, the Chinese Minister having referred the question to Peking. The hon. member had asked whether an advance would be made to the claimant for damages as in the *Wuima* case but that did not appear to him a reasonable proposal. In the *Wuima* case certain officers and soldiers died in the discharge of their duty, being fired upon unexpectedly—quite a different case to that where people put their money into a commercial venture, carrying troops for a foreign Government when war was on the point of breaking out. He anticipated that sooner or later full justice would be done.

Replying to questions from Mr Ure, Mr Brodrick added he did not think it desirable to discuss in the House details of a question to be submitted to arbitration. (Hear, hear.)

MR DOOLEY ON THE CHINESE CRISIS.

'In for a Bump.'

There is some sound sense in Mr Dooley's views on China, if you allow for the vein of exaggeration which is natural to the Irish-American mind. This is how he puts the case:—

'Here am I, Hop Lung Dooley r-runnin' me little liquor store an' p'raps raisin' a family in th' town iv Koochoo. I don't like foreigners there anny more thin I do here.

"Along comes a bald-headed man with chin whiskers from Baraboo, Winconsin, an' says he—"Benighted and haythen Dooley," says he, "ye have no God," he says. "I have," says I. "I have a lot iv thim," says I.

"'Ye ar-re an onc'ultivated an' foul creathure,' he says. "I have come six thousan' miles f'r to hist ye from th' mire iv ignorance an' ir-religion in which ye live to th' lofty plane iv Baraboo," he says.

"'Well, says I, 'look here, me good fellow,' I says, 'me an' me people has occypied these here primises f'r manny years,' I says, 'an' here we mean to stay,' I says. 'We're doing th' best we can in th' matter iv gods,' says I.

"'We have thim cast at a first-rate foundhry,' I says, 'an' we sandphapher thim ivry week,' says I.

"'As f'r knowin' things,' I says, 'my people wrote pomes with a markin' brush whin th' likes iv ye was r-runnin' ar-round wearin' a shirt polisse iv sheepskins an' batin' each other to death with stone hammers,' says I.

Then came the man with Armour's canned beef and Aunt Miranda's Pan Cakes, and then the railway surveyors. "Casey," says one of the latter, 'stretch th' chain acrost yon graveyard,' he says.

"'I aim f'r to put th' thrack just befure that large tombstone marked Requiescat in Pace, James H. Chung-a-lung,' he says. "But," says I, "ye will disturb pah's bones," says I, "if ye go to layin' ties," I says. "Ye'll be mixin' up me ol' man with th' Cassidys in th' nex' lot, that," I says, "he nivir spoke to save in anger in his life," I says.

"'Ye're an ancestor worshipper, heathen,' says the la-nd, an' he goes on to tamp th' mounds in th' cimitry an' ballast th' thrack with th' remains iv th' deceased.

'An' afther he's got through along comes a Fr-rinchman, an' an Englishman, an' a Rooshan, an' a Dutchman, an' says wan iv thim, This is a comfortable-lookin' saloon, he says, "I'll take th' bar ye take th' ice box an' th' rest iv th' fixtures."

'What f'r?' says I. "I've paid th' rent an' th' licence," says I. "Nivir mind," says he. "We're th' ripresintatives iv Western Civilization," he says, "an 'tis th' business iv Western Civilization to cut up th' bo'ongings iv Eastern Civilization," he says.

"'Be off," he says, "or I'll pull ye're hair," he says.

"'Well," says I, 'this thing has gone far enough,' I says; 'I've heerd me good ol' cast-iron gods or josses abused,' I says, 'an' I've been packed full iv canned goods, an' th' Peking Lightning Express is r-unnin' straight through th' lot where th' bones iv me ancesthors lies,' I says.

"'I've stud it all," I says, 'but whin ye come here to bounce me off iv me own premises,' I says, "I'll have to take th' leg iv th' chair to ye," I says. "An' we're to th' flure."

'That's th' way it stands in Chiny, Hinnissy, and it looks to me as though Westhern Civilization was in f'r a bump.

SOME of the feebler folk are unnecessarily disturbed by the report that thousands of Black Flags are leaving Canton for Peking. Experience in South Africa shows that it is not the black flags, but the white that our men have most to fear.

CUTS AND BRUISES QUICKLY HEALED.

CHAMBERLAIN'S Pain Balm applied to a cut, bruise, burn, scald or like injury will instantly allay the pain and will heal the parts in less time than any other treatment. Unless the injury is very severe it will not leave a scar. Pain Balm also cures rheumatism, sprains, swellings and lameness. For Sale by All Dealers. WATKINS & Co., General Agents.

TELEGRAMS.

[REUTER'S SERVICE.]

THE SOUTH AFRICA WAR.

LONDON, 9th September.

Colonels Dundonald and Brocklehurst occupied Lydenburg on Thursday. The Boers retired to the North and East.

The Portuguese are guarding the frontier at Koomati poort to prevent the retreating Boers from crossing.

[REUTER'S SERVICE.]

THE ASHANTI TROUBLE.

LONDON, 9th September.

The end of hostilities in Ashanti is in sight.

THE BRITISH MARINES.

Lieut.-Colonel W. H. Poe, late of the Royal Marines, calls attention in a letter to *The Times* to the services rendered by the Marines guarding the British Legation a Peking, which he seems to think are likely to be lost sight of. In the course of a somewhat long letter, he remarks:—To judge by a few brief and casual allusions to them which have appeared in the columns of the daily Press these few weeks past, the services of the little garrison—much less the fact that this garrison has been almost entirely Marines—seems likely to be overlooked. With the remembrance of the scant acknowledgment accorded to the Royal Marines who fought at Graspan fresh in my mind—where out of some six officers and 300 men one-third of their number were left on the ground—and with a view if possible to prevent a like injustice being done their comrades in Peking, I venture to draw attention to these latter, feeling assured that when the story of this memorable siege comes to be written the conduct of the Marine garrison, and more particularly that of our own British contingent, will be found to add yet another page to that glorious chapter of deeds of valour which adorn the roll of English history, but which, I regret to say, when performed by the Royal Marines, seldom or never meets with the recognition which is its due.

Submarine Boats.

According to *Engineering* submarine boats are not the novelties some people imagine. Cornelius Drebbel floated on and in the Thames in one in 1620, with James I. on board, during part of the performance, at any rate. That date has long been assumed as initiating submarine navigation; though Francis Bacon, in describing a diving bell shown to the Emperor Charles V. at Toledo, in 1538, mentions as a rumour that a small boat was propelled under water. Diving bells were first used by Alexander the Great in the siege of Tyre, 332 B.C., and Demetrios Poliokretes, one of Alexander's junior generals, first made use of ironclads in attacking Rhodes. It is a long list—much longer than one might think—from Drebbel's boat down to the submarines of our days. But are we much nearer the solution of the problems of submarine navigation?

Mr Charles Heidsieck.

Hearth and Home in a recent issue intimates the arrival in London of Mr Charles Heidsieck, of Rheims, the famous champagne shipper. Mr Heidsieck appears to be a pleasant contradiction to our understanding of the typical Frenchmen, for he has contributed most liberally to many of our war charities. He is an accomplished linguist, having acquired his knowledge of the several languages, at first hand, each in its own country. "Indeed, he is an officer on the staff of the French Army, and is official interpreter for the Eastern division. He has always had a great sympathy for England as his pleasure ground, and this no doubt, has inspired his generosity to the war charities. To all the Government Hospital ships, the American Ladies' hospital *Maine*, the Princess of Wales' hospital ship, the Prince Christian's ambulance train, many of the field hospitals at the front, and to Netley, has Mr Charles Heidsieck freely and open-handedly sent his famous wine; he has also been most generous in contributing to the several big bazaars and other forms of aid for the sick and wounded, either sending a donation in kind or a valuable cheque. Such a man is the best type of Frenchman whom we are proud to call a friend, and he will not find Britons lacking in a full appreciation of his generosity."

Millions made for Others.

Twenty-four years ago George Shergold, a Gloucester shoemaker, invented the safety bicycle. To-day he is seventy-six years old, and as poor as when he mended shoes for a living. The original machine, which is on exhibition at the office of the Gloucester Cycle Company, is as much like the trim, high-geared, nickel-plated machine of to-day as the old 'Puffing Billy' resembles a modern locomotive. Its appearance suggests a compound of the old bone-shaker, velocipede and a modern cycle which had been through a bad accident. The front wheel is twenty-seven inches in diameter, and the rear driving wheel thirty-one inches, geared to forty-five inches. The rims are angle iron, and the spokes nearly ¼ inch in diameter. The hubs are of wood with iron side-plates, and are remarkable inasmuch as they are oil-retaining. The handle-bar is some distance behind the front wheel, the steering being after the old Quadrant style. 'Scorchers' will smile when told that the machine complete weighed 80 lbs. As to its claims of being the original safety bicycle, Shergold's invention has so far been challenged only by the Lawson bicyclette. But the date of the latter is given as 1879, whereas Shergold's machine was used in 1876, and was fitted with rubber tyres in 1877, the invoice for these tyres, purchased in Bermondsey in August 1877, being in possession of the Company who have the old machine on exhibition. Meantime the inventor himself, after seeing millions made from the result of his ingenuity, is but a poor old man with little prospect of ending his days in moderate comfort.

Mr Kruger, according to the latest reports, has lost his wrinkles. No wonder the supply has run short! He has given us so many.

COAL IN CHINA.

There is no doubt that the coal deposits in China are the largest in the world; and Herr von Richthofen, the famous geographist, estimated the anthracite coal deposits in the southern portion of the province of Shanghai at 630 milliards of tons. But these are only a small part of China's wealth of coal, more especially in the provinces of Shangsi, Hunan, Shantung, Szetschwan, and Yunnan.—The deposits in the two latter provinces seem more especially to tempt the French. The Manchurian coal deposits are already, to a great extent, under direct Russian control. The mining of coal in China is far older than in Europe, more especially in the western and northern part of the Chinese empire, where it dates back more than a thousand years. That the manner in which the Chinese exploit their coal mines is entirely out of date goes without saying. In the vicinity of Pekin there is, according to the reports of certain travellers, a coal mine worked on a somewhat larger scale for the Imperial palace; but otherwise the owner of the land, where coal is found, generally confines himself to breaking it for his own private use, selling a little perhaps to his more immediate neighbours. Still there are mines, which, with the most primitive working, yield some 200 to 300 tons a year. The Kaiping coal mine is, of course, an exception to the rule, being worked on a large scale, in completely rational European manner, with an output of 600,000 or 700,000 tons of coal a year. These mines, which are under the management of a high mandarin, supply the coals to the Chinese railways.—*Engineering.*

Keep on hand for emergencies a headache cure. One that can be relied upon on.

Stearns' Headache Cure.

Is quick to relieve. It is sure. Avoid all imitations and substitutes. Wholesale and Retail from A. S. Watson & Co., Ltd., Hongkong.

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, September 11, 1900.

BAROMETER—	9 A.M.	29.55
Do.	1 P.M.	29.56
Do.	4 P.M.	29.56
THERMOMETER—	9 A.M.	81
Do.	1 P.M.	80
Do.	4 P.M.	80
Do.	(Wet bulb) 9 A.M.	77
Do.	Do. 1 P.M.	76
Do.	Do. 4 P.M.	76
Do.	Maximum	81
Do.	Minimum overnight	79

Opium Quotations.

HONGKONG, September 11, 1900.

New Patna, cash,	965
Old Patna, cash,	1025
New Benares, cash,	955
Old Benares, cash,	—
New Malwa, credit,	83
Allowance, Taels,	1/4 catty
Last Year,	85/87
Allowance Taels,	non.
Old Malwa credit,	88/9 0
Allowance, Taels,	non. 12Tls
Persian, Oily, cash,	88/900
Allowance, Taels,	—
Persian, Paper tied long,	870/880
Allowance, Taels,	—

STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER.)

OUTWARD:—*Macduff, Denbighshire, Melbourne, Glengarry, Adour, Nord America, Bamberg, Koningsberg*, Aug. 21; *Bombay, Caledonian, Idomeneus, Alexandre III., Cymbeline* 24; *Dardanus, Sachsen, Glenturret, Korea, Adatto, Claverley, Gera, La Champagne, Sambia*, 28; *Havelta Maru, Sarnia, Drumgarth, Marie, Obi, Uruguay*, 31; *Maria Teresa*, Sept. 4; *Wittenberg, Carmarthenshire, Afghanistan, Laos, Agamemnon, Tenby*, 7.

HOMEWARD:—*Musgrave* August 14; *Canton*, 21; *Silesia*, Sept. 4.

Mails.

The C. P. R. Co.'s s.s. *Empress of Japan*, with the CANADIAN MAIL, left Shanghai on Saturday, the 8th Sept. at 8 p.m., and is now due.

The Imp. German Mail s.s. *Sachsen*, carrying the German Mails with dates from Berlin of Aug. the 29th, left Colombo on Friday afternoon, the 7th September, and may be expected here on or about Tuesday, the 18th September.

The T. K. K. s.s. *Hongkong Maru*, with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 29th Aug.

Steamers Expected.

The N. Y. K. s.s. *Hiroshima Maru* left Kobe, via Moji for this port, on the 4th September, and is expected to arrive here on the 11th September.

The s.s. *Hillyden*, from New York, for China and Japan ports, left Singapore for Hongkong on the morning of 5th Sept.

The P. & O. S. N. Co.'s s.s. *Tientsin* left Singapore for this port on the 7th September, at 6 a.m.

The s.s. *Kumsang*, from Calcutta and Straits, left Singapore for this port on Friday, the 7th September, at 5 p.m.

The Austrian Lloyd's s.s. *Melpomene* left Singapore for this port on the afternoon of 6th September.

The Austrian Lloyd's s.s. *Marquis Bacquehem* left Singapore for this port on Sept. 8.

The O. S. S. Co.'s s.s. *Nestor* left Singapore on 8th Sept., at 5 p.m., and is due in Hongkong on the morning of 14th Sept.

Latest Advices.

The O. & O. Co.'s s.s. *Gaelic*, with the AMERICAN MAIL of 21st Aug., left Yokohama on Monday, the 10th Sept. at daylight, and may be expected here on or about Tuesday, the 18th Sept.

The s.s. *Strassburg*, chartered by the Imperial German Government, left Singapore on the afternoon of 10th Sept., and is expected here on or about Saturday, the 15th Sept.

The P. & O. Co.'s s.s. *Benard* left Singapore for this port on the 10th September at 1 p.m., with the outward English mails, and is due here on Saturday, the 15th September, at about 6 a.m. This Packet brings replies to letters despatched from Hongkong on the 16th July.

The Austrian Lloyd's s.s. *China* left Moji for this port, on the morning of 10th September.

The Imperial German Mail s.s. *Prussen* left Kobe, via Nagasaki and Shanghai, and Foochow, on Sunday afternoon, the 9th September, and may be expected here on or about Wednesday, the 19th Sept.

To Let.

SHOP TO LET.

NO. 62A, QUEEN'S ROAD CENTRAL, presently occupied by ACETYLENE GAS Co.

Apply, G. FALCONER & Co.

Hongkong, August 11, 1900. 1713

TO LET.

BOARD and APARTMENTS, at Kowloon, for Married or Single.

Apply, 'BERYL,' GARDEN ROAD, KOWLOON.

Hongkong, June 5, 1900. 1284

TO LET.

GROUND FLOOR, 52 PEEL STREET. 13, PRAYA CENTRAL, now known as 20, DES VOEUX ROAD CENTRAL, ROOMS on 2ND FLOOR.

ONE LARGE ROOM, THIRD FLOOR QUEEN'S BUILDINGS.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, September 4, 1900. 1455

TO LET.

A SIX-ROOMED HOUSE, on PEAK ROAD, nearing Completion.

Also:

No. 3, RICHMOND TERRACE.

Apply to

HUMPHREYS ESTATE & FINANCE Co., LTD.

Hongkong, September 1, 1900. 1727

TO LET—FURNISHED.

NO. 7, UPPER MOSQUE TERRACE. From the 1st of October, for Three Months.

For Terms, apply to

'G. M. B.,' Care of 'CHINA MAIL' Office.

Hongkong, September 3, 1900. 1839

Mails.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *PARRAMATTA*, Capt. SYMONS, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 15th September, 1900, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *viâ* Bombay without Transhipment.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL, *Acting Superintendent.*

P. & O. S. N. Co.'s Office, Hongkong, September 1, 1900. 1830

Intimations.

MUSIC LESSONS.

MR EMIL DANENBERG, As. Mus. L.C.M., receives Pupils for advanced PIANOFORTE PLAYING, HARMONY, and COUNTERPOINT.

Coaches for Examinations.

For Terms, Etc., Apply, at The ROBINSON PIANO Co., or at Messrs. LANE, CRAWFORD & Co.

Hongkong, September 1, 1900. 1831

BREAD, BREAD, BREAD.

TRY THE BROWN BREAD, made from the PURE GRAHAM FLOUR, and Certified to be the best by one of the prominent Medical Faculty of the Colony.

Also:

BEST PURE GRAHAM FLOUR, in 50 lb. BAGS.

H. RUTTONJEE, 5, D'Aguilar Street, Hongkong, and 21 and 22, Elgin Road, Kowloon.

Hongkong, August 11, 1900. 1714

Mitsui Bussan Kaisha,

No. 6, Ice House Street, Praya Central.

HEAD OFFICE—TOKIO.

BRANCH OFFICES:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

AGENCIES:—

MIIKE COAL MINES.
KANADA COAL MINES.
HOKOKU COAL MINES.
YOSHINOTANI COAL MINES.
OHNOURA COAL MINES.
No. 1, OMUTA COAL MINES.
ICHIAURA COAL MINES.
KISHIMA COAL MINES.
YOSHIO COAL MINES.
YAMANO COAL MINES.
TANOURA COAL MINES.
THE OSAKA SHOSEN KAISHA, LTD.
TOKIO MARINE INSURANCE Co., LTD.
MEIJI FIRE INSURANCE Co., LTD.
KANEGAFUCHI COTTON SPINNING MILLS.
SHANGHAI COTTON SPINNING MILLS.
TOKIO COTTON SPINNING MILLS.
MIIKE COTTON SPINNING MILLS, LTD.
IMPERIAL GOVERNMENT PAPER MILLS.
ONODA CEMENT COMPANY.

MITSUI BUSSAN KAISHA, M. FUJISE, *Manager.*

Hongkong, Dec. 11, 1899. 1835

Notices to Consignees.

STEAMSHIP *INDUS*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from LONDON, ex s.s. *Peiho*, and from BORDEAUX, ex s.s. *Ville de Buenos Ayres*, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG, KOWLOON WHARF & GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 10th Instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 17th Inst., at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 17th Instant, or they will not be recognized.

All Damaged Packages will be examined on MONDAY, the 17th Inst., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, *Agent.*

Hongkong, September 10, 1900. 1877

NORTHERN PACIFIC STEAM-SHIP COMPANY.

NOTICE TO CONSIGNEES.

S. S. *GLENOGLE*.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

CARGO per the above Steamer having arrived per s. s. *Argyll*. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LTD., *General Agents.*

Hongkong, September 10, 1900. 1878

NOTICE TO CONSIGNEES.

GLEN LINE OF STEAMERS.

FROM MIDDLESBRO', LONDON AND STRAITS.

THE Steamship *Glenpyle* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m. TO-DAY.

Goods not cleared by the 16th Inst. will be subject to rent.

No Fire Insurance has been effected.

All Damaged Packages must be left in the Godowns, and a certificate of the Damage obtained from the Godown Co. within ten days of Steamer's arrival, after which no Claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, September 10, 1900. 1876

To-day's Advertisements

DOUGLAS STEAMSHIP COMPANY, LIMITED.

POSTPONEMENT.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship HAICHING, Captain HALL, will be despatched for the above Ports, TO-MORROW, the 12th Inst., at 4 p.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., *General Managers.*

Hongkong, September 11, 1900. 1875

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship AUSTRALIAN, Captain HELMS, will be despatched for the above Ports on THURSDAY, the 27th Instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versa*.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., *Agents.*

Hongkong, September 11, 1900. 1882

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

OF ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

$14 per Annum (including Postage).

'CHINA MAIL' OFFICE, 5, WYNDHAM STREET, HONGKONG.

Vessels Advertised as Loading.

Destination.	*Vessels.*	*Agents.*	*Date of Leaving.*
Australian Ports	Australian (s)	Gibb, Livingston & Co.	Sept. 27, daylight.
Australian Ports	Shinano Maru (s)	Nippon Yusen Kaisha.	Sept. 28, at 4 p.m.
Australian Ports	Taiyuan (s)	Butterfield & Swire.	Sept. 20, at noon.
Bremen & Ports of Call	Preussen (s)	Norddeutscher Lloyd	Sept. 20, at noon.
Havre and Hamburg	Sibiria (s)	Calowitz & Co.	Sept. 18.
Havre and Hamburg	Saxonia (s)	Carlowitz & Co.	About Oct. 2.
Havre and Hamburg	Bamberg (s)	Carlowitz & Co.	About Oct. 21.
Havre and Hamburg	Koengsberg (s)	Carlowitz & Co.	About Oct. 30.
Liverpool	Hector (s)	Butterfield & Swire.	Sept. 20.
London & Ports of Call	Parramatta (s)	P. & O. S. N. Co.	Sept. 15, at noon.
London & Ports of Call	Alcinous (s)	Butterfield & Swire.	October 2.
London v. Suez Canal	Glaucus (s)	Butterfield & Swire.	September 18.
London v. Suez Canal	Patroclus (s)	Butterfield & Swire.	October 16.
London	Shanghai (s)	P. & O. S. N. Co.	About Sept. 20.
Manila	Esmeralda (s)	Shewan, Tomes & Co.	Sept. 12, at 5 p.m.
Manila	Taiyuan (s)	Butterfield and Swire.	Sept. 20, at noon.
Manila	Loongsang (s)	Jardine, Matheson & Co.	Sept. 14, at 4 p.m.
Marseilles, London, &c.	Kawachi Maru (s)	Nippon Yusen Kaisha.	Sept. 21, daylight.
N'saki, Kobe & Y'ma	Yawata Maru (s)	Nippon Yusen Kaisha.	Sept. 20, at 4 p.m.
New York v. Suez Canal	Asturia (s)	Carlowitz & Co.	About Oct. 10.
New York v. Suez Canal	Afridi (s)	Dodwell & Co., Ltd.	About Sept. 15.
New York v. Suez	Glenesk (s)	Shewan, Tomes & Co.	About Sept. 15.
New York v. Suez Canal	Asturia (s)	Carlowitz & Co.	About October 10.
New York v. Suez Canal	Orwell (s)	Jardine, Matheson & Co.	About Sept. 25.
Portland, Oregon	Monmouthshire (s)	Dodwell & Co., Ltd.	Oct. 20, at noon.
San Diego v. Japan	Borgenhus (s)	Butterfield & Swire.	September 18.
S. Francisco v. Japan	City of Peking (s)	Pacific Mail S. S. Co.	Sept. 18, at noon.
S. Francisco v. Japan	Gaelic (s)	O. & O. S. S. Co.	Sept. 27, at noon.
S. Francisco v. Japan	America Maru (s)	Toyo Kisen Kaisha.	Sept. 18, daylight.
Sandakan	Mausang (s)	Jardine, Matheson & Co.	Sept. 18, at 4 p.m.
Shanghai and Kobe	Tientsin (s)	P. & O. S. N. Co.	About Sept. 13.
Shanghai	Bengal (s)	P. & O. S. N. Co.	About Sept. 15.
Shanghai	Melpomene (s)	Sander, Wieler & Co.	Sept. 13, at 4 p.m.
Shanghai	Shansi (s)	Butterfield and Swire.	Sept. 12 daylight.
Shanghai	Lyeemoon (s)	Siemssen & Co.	Sept. 12, at 5 p.m.
S'pore, P'ang & P'bay	Hiroshima Maru (s)	Nippon Yusen Kaisha.	Sept. 13, at noon.
S'pore, Penang, C'tta & China	China (s)	Sander, Wieler & Co.	September 17.
S'tow, Amoy, & F'chow	Haiching (s)	Douglas Lapraik & Co.	Sept. 12, at 4 p.m.
Swatow, Amoy & T'foo	Anping Maru (s)	Mitsui Bussan Kaisha.	Sept. 19, daylight.
Swatow, Amoy & T'sui	Maidzuru Maru (s)	Mitsui Bussan Kaisha.	Sept. 16, daylight.
Tacoma (Wash.), &c.	Olympia (s)	Dodwell & Co. Limited	Sept. 14, at noon.
Vancouver (B.C.), &c.	Empress of Japan (s)	Canadian Pac. R. Co.	Sept 26, at noon.
Y'ma, v. N'saki, Kobe	Rosetta (s)	P. & O. S. N. Co.	About Sept. 15.
Yokohama and Kobe	Marquis Bacquehem (s)	Sander, Wieler & Co.	Sept. 16, daylight.

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Artistic Printing

Done with Neatness and Despatch At Moderate Prices.

Programmes,
Company Reports,
Business Circulars,
Bills of Lading, etc.

Under European Supervision

China Mail Office

5 WYNDHAM STREET, HONGKONG.

SHIPPING.

ARRIVALS.

September 11.

City of Peking, American str., 3,128, J. Tremaine Smith, San Francisco and Shanghai Sept. 8, Mails and General.—P. M. S. S. Co.

DEPARTURES.

September 10.

Mohawk, British transport, for Taku.

September 11.

Indus, for Shanghai.

CLEARED.

Flores, for Katchinotzu.
Serbia, for Nagasaki.
Kara, for Moji.
Sierra Estrella, for Callao,
Haiching, for Swatow.

PASSENGERS.

DEPARTED.

Per *Indus*, from Hongkong: for Shanghai, Messrs W. J. Gresson, W. Stang, H. Lapsley, A. Scholz, O. E. Mocklor, W. Goldenber, A. Goldenberg, Misses C. V. Tavares, G. A. Botelho, Bush, Abbott, Mr and Mrs Pollard and child, Mr and Mrs Dymond and 4 children, Revs. G. Pedroni, S. Sette, and G. Bonaventura; for Nagasaki, 4 Japanese; for Yokohama, Mr and Mrs W. Hipwill, Messrs A. Metzler, D. W. Harrison, and Baesens.

To DEPART.

Per *Yarra*, from Hongkong: for Saigon, Messrs Sero. Rognoni, Tanguy, Jozse, L. Roux, F. N. Logan, H. M. Tibbey, R. Parrilla, Chambonnet, Capt. Johansen, and Rev. E. Mairo; for Marseilles, Miss L. Mongrini, Mr and Mrs Kiesur, Revs. J. G. Victal and Couraux.

POST OFFICE NOTICES.

MAILS will close:—

For HAIPHONG.—
Per *Hating*, at 9 a.m., on Wednesday, the 12th September.

For BANGKOK.—
Per *Pheraung*, at 9 a.m., on Wednesday, the 12th September.

For SINGAPORE, PENANG & BOMBAY.—
Per *Bisagno*, at 11 a.m., on Wednesday, the 12th September.

For SHANGHAI.—
Per *Lyeemoon*, at 4 p.m., on Wednesday, the 12th September.
Per *Melpomene*, at 11 a.m., on Friday, the 14th September.

For MANILA.—
Per *Esmeralda*, at 4 p.m., on Wednesday, the 12th September.
Per *Loongsang*, at 3 p.m., on Friday, the 14th September.

For SANDAKAN.—
Per *Mausang*, at 3 p.m., on Thursday, the 13th September.

For SAMSHUI & WUCHOW.—
Per *Sanshui*, at 4 p.m., on Thursday, the 13th September.

For YOKOHAMA & KOBE.—
Per *Marquis Bacquehem*, at 4 p.m., on Saturday, the 15th September.

For SINGAPORE, PENANG & CALCUTTA.—
Per *China*, at 1.30 p.m., on Tuesday, the 18th September.

MAILS BY THE IMP. JAPANESE PACKET.

The Imperial Japanese Packet *American Maru* will be despatched on WEDNESDAY, the 12th Sept., with Mails, for Amoy, Shanghai, Japan, San Francisco the United States, Canada, Honolulu, Peru, &c., which will be closed at following:—
Registration at 4 p.m.
Registration, with late fee of 10 cents, up to 4.45 p.m.
Letters, 5 p.m.

MAILS BY THE BRITISH PACKET.—
The British Contract Packet *Parramatta* will be despatched on SATURDAY, the 15th September, with Mails for the United Kingdom, the Continent of Europe, and countries beyond, *viâ Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.
Circulars at 8 a.m.
Registration at 10 a.m.
Papers at 10.30 a.m.
Registration, with late fee of 10 cents, up to 10.45 a.m.
Letters at 11 a.m.
Late Letters at 11.10 to 11.30 a.m. Extra Postage 10 cents.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.—
The Canadian Pacific Mail Packet *Empress of Japan* will be despatched on WEDNESDAY, the 6th September, with Mails, for Shanghai, Japan, United States, Canada, &c., which will be closed as follows:—
10.00 A.M. Registry ceases.
(Registration, with late fee of 10 cents, up to 10.45 a.m.)
11.00 A.M. Post-Office closes, but Correspondence may be posted on board the Packet, *with the Late Fee of 10 cents extra Postage*, until the time of departure.

MONEY LETTERS.—The Post Office declines all responsibility for unregistered Letters containing bank notes, or jewellery, and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters (Post Guide, 98).

Letters, &c., for the Peak will be delivered at the 12 and 3.30 o'clock trains. Correspondence and Parcels for the Peak may be posted in the General Post Office up to 11.30 a.m. or 3 p.m. With regard to Letter Boxes on the Peak, Pillar boxes have been placed at Victoria Gap, Mount Kellett, Mount Austin and Plantation Road, which will be cleared at 12.30 and 4 p.m.

REGISTRATION.—Correspondence can be registered for all Private Ship mails up to fifteen minutes before the time for closing; for the Shanghai or Japan contract mails up to a quarter of an hour before; for mails for Europe, America, and Canada, &c., up to an hour before; for Indian, Northern Pacific, and Torres Straits mails up to half an hour before.

LOCAL DELIVERIES.—Separate Boxes have been provided for posting Correspondence for the Town, Kowloon and the Peak. The Boxes are under the Window at the East end of the Verandah facing Queen's Road.

Letters, parcels, &c., for Kowloon, Point and Steamers in Harbour may be posted in the General Post Office up to 11.30 a.m. and 3.30 p.m. Letters from Kowloon Point may be posted in the Letter Box which has been placed in the Police Compound outside the Charge Room up to 12 and 4 o'clock, and in the Pillar Box at the Wharf. Local Rates will be charged. To avoid robbery, senders of letters from Kowloon are requested to cancel their stamps by writing the word stamped across them. Covers containing Bank Notes, &c., should be registered. No Sunday delivery.

Shipping.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship
ESY IRALDA,
Capt. GEO. J. BLAKLAND, will be despatched as above on WEDNESDAY, the 12th September, at 5 p.m.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, September 6, 1899. 1821

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN.

THE Company's Steamship
MAUSANG,
Captain R. COX, will be despatched as above on THURSDAY, the 13th Instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, September 10, 1900. 1880

SHEWAN, TOMES & Co.'s NEW YORK LINE.

FOR NEW YORK *VIA* SUEZ.

THE Steamship
GLENESK
will be despatched for the above Port on or about 15th September.

To be followed by the S. S. ANAPA, about 15th October.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, August 18, 1900 1744

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR YOKOHAMA & KOBE.

THE Company's Steamship
MARQUIS BACQUEHEM,
Captain A. BILAFER, will leave for the above places on SUNDAY, the 16th Inst., at Daylight.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, September 10, 1900. 1874

FOR NEW YORK *VIA* SUEZ CANAL.

THE Steamship
AFRIDI
will be despatched for the above Port on or about the 16th Instant, and will be followed by the Steamship MARIA DE LARRINAGA, on or about 25th Instant.

For Freight, apply to
DODWELL & Co., LD.,
Agents.

Hongkong, September 11, 1900. 1845

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

THE Company's Steamship
GLAUCUS,
Captain BARWISE, will be despatched as above on TUESDAY, the 18th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 9, 1900. 1697

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship
ANPING MARU,
Captain S. ATSUMI, will be despatched for the above Ports, on WEDNESDAY, the 19th September, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.

Hongkong, September 5, 1900. 1849

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK *VIA* SUEZ CANAL.

THE Steamship
ORWELL
will be despatched as above on or about the 25th Inst.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, September 4, 1900. 1848

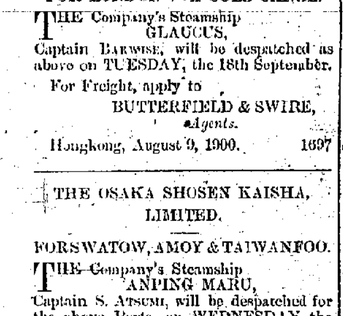
OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

THE Company's Steamship
PATROCLUS,
Captain DICKENS, will be despatched as above on TUESDAY, the 16th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 7, 1900. 1866



RIGAUD'S KANANGA WATER OF JAPAN
(ASSORTED)

The most delightfully refreshing Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragance and feeling of comfort.

RIGAUD'S CHOICEST NEW EXTRACTS
RECOMMENDED

KANANGA	GRACIOSA
LOUIS XV	IRIS BLANC
ASCANIO	IRIS AMBRÉ
LUCRECIA	YLANGYLANG
LILAS DE PERSE	PEAU D'ESPAGNE
BOUQUET DE L'ELYSÉE	WHITE VIOLETS
BOUQUET ROYAL	WHITE HÉLIOTHOPE
ROSINA	LILY OF THE VALLEY

A complete assortment of every other odour.
RIGAUD & Cie, PARFUMERS — PARIS.

For Sales by A. S. Watson & Co., Chemists. E21

Shipping.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship
SHANSI,
Captain CARNAGHAN, will be despatched as above on WEDNESDAY, the 12th Inst., at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 8, 1900. 1870

FOR SHANGHAI.

THE Steamship
LYEEMOON,
Captain G. HEUERSMANN, will be despatched for the above Port on WEDNESDAY, the 12th Inst., at 5 p.m.

This Steamer has superior Accommodation for First and Second-Class Passengers.

For Freight or Passage, apply to
SIEMSSEN & Co.

Hongkong, September 8, 1900. 1867

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SHANGHAI.

THE Company's Steamship
MELPOMENE,
Captain C. MARCOVICH, will leave for the above place on THURSDAY, the 13th Inst., at 4 p.m.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, September 8, 1900. 1869

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME & TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and ADRIATIC PORTS).

THE Company's Steamship
CHINA,
Captain R. MEYER, will be despatched as above on MONDAY, the 17th Instant.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated linger.

For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, September 8, 1900. 1868

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
TAIYUAN,
Captain NELSON, will be despatched on THURSDAY, the 20th Sept., at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for Return by the Steamers of the Eastern and Australian S. S. Co., and *vice versâ*.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 27, 1900. 1804

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
TAIYUAN,
Captain NELSON, will be despatched on THURSDAY, the 20th Sept., at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines.

A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 27, 1900. 1803

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON Rates).

THE Company's Steamship
HECTOR,
Captain BARR, will be despatched as above on THURSDAY, the 20th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 24, 1900. 1784

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *VIA* SUEZ CANAL.

THE Company's Steamship
ALCINOUS,
Captain PULFORD, will be despatched as above on TUESDAY, the 2nd October.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, August 18, 1900. 1808

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERIKA LINIE HAMBURG).

FOR NEW YORK *VIA* SUEZ CANAL.

THE Full-powered Steamship
ASTURIA,
Captain HILDEBRANDT, will be despatched for the above Port on or about 10th October.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, August 30, 1900. 1818

'THE BACK DOOR.'

THE Series of Articles entitled 'THE BACK DOOR,' which appeared in the *China Mail*, have been reprinted, and may be obtained in Pamphlet Form.

PRICE $1.

Shipping.

THE OSAKA SHOSEN KAISHA, LD.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship
MAIDZURU MARU,
Captain T. OGATA, will be despatched for the above Ports on SUNDAY, the 16th Inst., at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.

Hongkong, September 10, 1900. 1873

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
LOONGSANG,
Captain WEIGALL, will be despatched as above on FRIDAY, the 14th Instant, at 4 p.m.

This Steamer has superior Accommodation for First-class Passengers, is fitted throughout with the Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, September 10, 1900. 1879

Mails

TOYO KISEN KAISHA

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

America Maru, (via Amoy, S'hai, N'saki, Kobe, Inland Sea, Yokohama & Honolulu)	WEDNESDAY, Sept. 12, at Daylight.
Hongkong Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Y'hama & Honolulu),	SATURDAY, Oct. 6, at Noon.
Nippon Maru, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	TUESDAY, Oct. 30, at Noon.

THE Twin-Screw Steamship *AMERICA MARU* will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on WEDNESDAY, the 12th Sept., at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN, PACIFIC CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Packages will be received at the Office until 4 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, *Agent.*

Hongkong, August 20, 1900. 1747

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD Co.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, MEXICO, THE CENTRAL and SOUTH AMERICA, Etc.

Bergenhus 3606.....On 18th Sept.

THE S.S. *Bergenhus* will be despatched for SAN DIEGO, and SAN FRANCISCO, *Via* SHANGHAI, MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to Sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
HONGKONG, CHINA & JAPAN.

Hongkong, August 24, 1900. 597

CHINESE SCHOOL BOOKS:

I.—San Tsz King.
II.—Ts'in Tsz Wan.
Translated into English
by Dr. E. J. EITEL.

PRICE: 20 Cents the Set.

'CHINA MAIL' Office, 5, Wyndham Street.

Mails.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
SHAI & KOBE	*Tientsin* †	E. J. FOX	About 13th Sept.
LONDON, &c.	*Parramatta* *	A. SYMONS	Noon, 15th Sept.
SHANGHAI	*Bengal*	S. BARCHAM	About 15th Sept.
YOKOHAMA, Via N'SAKI & KOBE	*Rosetta* †	C. C. TALBOT, R.N.R.	About 15th Sept.
LONDON	*Shanghai*	A. F. STREET	About 20th Sept.

* See Special Advertisement. † Passing through the Inland Sea. ‡ For Freight only.

For Freight or passage, and further Particulars, apply to
A. M. MARSHALL, *Acting Superintendent.*

P. & O. S. N Co.'s Office,
Hongkong, September 10, 1900. 979

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT *SOUTHAMPTON* TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates.
PREUSSEN	THURSDAY, 20th September.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 3rd October.
SACHSEN	WEDNESDAY, 17th October.
OLDENBURG	WEDNESDAY, 31st October.
BAYERN	WEDNESDAY, 14th November.
STUTTGART	WEDNESDAY, 28th November
KONIG ALBERT	WEDNESDAY, 12th December.
PRINZ HEINRICH	WEDNESDAY, 26th December.
PRINZESS IRENE	WEDNESDAY, 9th January.
PREUSSEN	WEDNESDAY, 23rd January.
HAMBURG (HAMBURG-AMERIKA LINE)	WEDNESDAY, 6th February.
SACHSEN	WEDNESDAY, 20th February.
KIAUTSCHOU (HAMBURG-AMERIKA LINE)	WEDNESDAY, 6th March.

ON THURSDAY, the 20th day of September, 1900, at Noon, the Steamship PREUSSEN, of the NORDDEUTSCHER LLOYD, Captain H. KIRCHNER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 18th September, Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 19th Sept., and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 19th Sept.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to
Melchers & Co., *Agents.*

862

U. S. MAIL LINE.

Pacific Mail Steamship Company.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

City of Peking, (via Shanghai, Nagasaki, Kobe, Inland Sea, Y'hama and H'lulu).	TUESDAY, Sept. 18, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu,	SATURDAY, Oct. 13, at Noon.
City of Rio de Janeiro, (via S'hai, Nagasaki, Kobe, Inland Sea, Y'hama and H'lulu).	THURSDAY, Nov. 8, at Noon.

THE U. S. Steamship *City of Peking* will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 18th September, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Though Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 4 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, *Agent.*

Hongkong, August 27, 1900. 1798

WASHING BOOKS.

(*In English and Chinese.*)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.

CHINA MAIL Office.

Occidental and Oriental Steamship Co.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Thursday, Sept. 27, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Tuesday, October 23, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, Nov. 17, at Noon.

THE Co.'s Steamship *GAELIC* will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 27th Sept., at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, *Agent.*

Hongkong, September 6, 1900. 1856

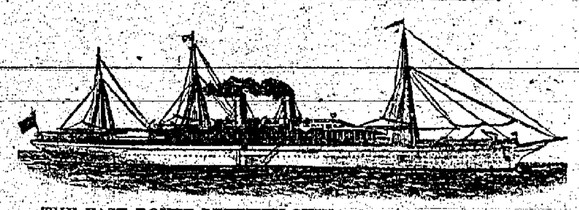
CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS.
NAUTICAL BOOKS.
English Silver & Electro-Plated Ware
Christofle & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY.
Splendid Collection of the Latest London Patterns, at very moderate prices. 472

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.
(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
(*Subject to Alteration.*)

EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R ... WEDNESDAY, 26th Sept./1900
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R... WEDNESDAY, 24th Oct. /1900
EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 21st Nov./1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED, TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD, Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,*
PEDDER STREET.

Hongkong, August 29, 1900. 1816

HAMBURG-AMERIKA LINIE (FREIGHT SERVICE). NORDDEUTSCHER LLOYD. (FREIGHT SERVICE)

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
* S. S. *SIBIRIA*, Capt. BRAUN,	HAVRE & HAMBURG. (L'don, with transhipment in H'burg)	On 18th Sept. Freight & Passage.
S. S. *SAXONIA*, Capt. JÄGER,	HAVRE & HAMBURG. (L'don with transhipment in H'burg).	About 2nd Oct. Freight.
S. S. *ASTURIA*, Capt. HILDEBRANDT,	NEW YORK, (via Suez Canal).	About 10th October. Freight.
S. S. *HAMBERG*, Capt. JACOBS,	HAVRE and HAMBURG. (London with transhipment in H'burg).	About 21st October. Freight.
* S. S. *KONIGSBERG*, Capt. SCHÜDER,	HAVRE & HAMBURG. (L'don with transhipment in H'burg).	About 30th October. Freight & Passage.

* These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

Carlowitz & Co., *Agents.*

Hongkong, September 8, 1900. 784

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH Northern Pacific Railway Co.				FOR PORTLAND, OREGON, IN CONNECTION WITH Oregon Railroad & Navigation Co.			
Steamer.	*Tons*	*Captain.*	*Proposed Sailing.*	*Steamer.*	*Tons*	*Captain.*	*Proposed Sailing.*
Olympia	2837	J. Truebridge	Sept. 14	*Monmouthshire*	2872	J. Kennedy	Oct. 20
Glenogle	3750	W. Frakes	Sept. 18		...		
Queen Alaide	2332	F. McNair	Sept. 29		...		
.....	...				...		

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES

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Hongkong, September 4, 1900. 422

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Steamers.	Destinations.	Sailing Dates.
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YAWATA MARU, A. E. MOSES,	NAGASAKI, KOBE & YOKOHAMA.	THURSDAY, 20th Sept., at 4 p.m.
KAWACHI MARU, J. S. THOMPSON,	MARSEILLES, LONDON, and ANTWERP, *Via* SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 21st Sept., at Daylight.
SHINANO MARU, ...	SYDNEY & MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE.	FRIDAY, 28th Sept., at 4 p.m.

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For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building 1st Floor Chater Road.

A. S. Mihara, *Manager.*

Hongkong, August 30, 1900. 977